

CLASSIFICATION SECRETCOUNTRY East Germany REPORTTOPIC Bautzen-Litten AirfieldEVALUATION PLACE OBTAINED DATE OF CONTENT DATE OBTAINED DATE PREPARED 7 December 1954REFERENCES PAGES 4 ENCLOSURES (NO. & TYPE) 2 - two sketches on ditto. with legendREMARKS This is UNEVALUATED
Information.

1. The following air activity and aircraft were observed at Bautzen-Litten airfield between 19 October and 6 November 1954:

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19 October. Between 0800 and 1500, individual Yak-11s made cross-country flights. Possibilities of observation were limited.

25X1

20 October. Between 0800 and 1500, elements of two Yak-11s made cross-country flights. Between 1000 and 1030, one Yak-11 made aerobatics over the town.

25X1

21 October. No air activity was observed.

22 October. Between 0800 and 1600, some formations of three Yak-11s crossed over the town.

25X1

23 October. Between 0800 and 1500, elements of two aircraft made cross-country flights. At 1345, one Yak-11 banked over the town.

25X1

24 and 25 October. No air activity was observed.

26 October. Between 0800 and 1500, Yak-11s practiced flying. Between 1300 and 1350, the following detailed observations were made at the field: Between 1330 and 1335, three Yak-11s took off at intervals of 1 minute. Two of the aircraft subsequently disappeared toward the west while the third aircraft headed toward the west after making a local flight. At 1340 and at 1344, aircraft

25X1

 landed. After landing, the aircraft were immediately refueled. Two men descended Between 1346 and 1348, aircraft took off at intervals of 1 minute. During air activity, aircraft were parked in a row north of the taxiway with their noses pointing toward the north. The first aircraft was parked just west of the rectangular extension of the taxiway. A radio truck, a fire truck and a sedan were parked there just south of the aircraft. Two tank trucks were parked further to the north. For refueling, these trucks moved in front of the aircraft. It could not be

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CLASSIFICATION SECRET

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- 2 -

determined at which point the hose of the tank trucks connected to the tanks of the Yak-11s.

27 October. No air activity was observed.

28 October. At 1010, an element of two Yak-11s was seen over the town.

29 October. Between 0900 and 1500, mainly formation flying was practiced. At 0900, six Yak-11s were seen over the town at distances of half a minute heading toward the west. At 1115, a formation of 10 Yak-11s was seen aloft over the town. At 1500, a formation of 10 Yak-11s crossed over the town from the direction of the field. The formation returned from the west at 1305, crossed over the field toward the east and returned to the field at 1317. The formation dispersed over the town and the aircraft landed individually.

30 October. Elements of two Yak-11s made cross-country flights.

31 October / 1 November. No air activity was seen from the town.

2. Several new buildings were under construction in the eastern section of Bautzen. One building located opposite the corner of Thomas-Mann Strasse and Pauli Strasse was completed and occupied by VFL.
3. It could not be determined whether the barracks which previously housed the construction staff were still occupied.
4. No changes were observed on the radio installation southwest of the flight control station. The installation consisted of 5 masts 5 to 6 meters high. Four masts were arranged in a square and the fifth mast was north of the square. A tent was in the middle of the square of masts. During air activity, another mast about 8 meters high was repeatedly observed about 20 meters southwest of the installation.
5. The southern wall around the field began at kilometer marker 3.2, and terminated at kilometer marker 5.45 where it turned to the north. The western wall beginning at kilometer marker 3.2, extended to the northwest for 350 meters and, at a right angle, turned to the east until a point of a perpendicular line raised at kilometer marker 3.2. From this point the boundary continued as a wire fence to the northwest as far as the western end of the runway. From there, the fence continued parallel to and at a distance of about 150 meters from the road to Kreckwitz. The northern and eastern edges of the landing field were also surrounded by a wire fence. The grass-covered area north of triangulation point 164.7 and northwest of kilometer marker 5.25 was not fenced in.

The fuel dump in the southwestern corner of the field was surrounded by a wall to the south, west and northwest and by a wire fence along the landing field. Four containers were observed at a right angle to the wall. Further, there were 3 tower-like bunkers and a wooden watch

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- 3 -

tower. The fuel dump had a special entrance from the road passing along the southern edge of the dump. Slightly east of the entrance to the dump was the main entrance to the airfield. This main entrance road extended to a small building which previously was believed to be a guardhouse and now was recognized as transformer station. A small temporary brick building was located southwest of the flight control station and the hangars were located northeast of the flight control building. Four new hangars of wooden and mixed construction were observed just north of the wall on both sides of the road which extends north of triangulation point 170.1 toward the landing field. A temporary building was east of these hangars. Five buildings were located east of the latter building and parallel to the wall. A second transformer station was observed in Neu Purschwitz just northwest of triangulation point 170.1. The runway extended in a different direction from that of the previous assumption: The eastern end was located farther south while the western end was in a depression and could not be definitely observed. The dispersal area was at the eastern end of the runway and taxiway and extended about 120 meters to the north. The runway was about 50 meters wide. No observations were made indicating concreting work on the runway. No surveying or excavation work was observed. Two concrete mixers were still located north of the main entrance. Excavation work was under way just east of the southwestern corner of the wall where the wire fence began. A semi-circular embankment open to the south and with an inner width of about 20 meters was under construction there.

A new road ran in a curve east of the field and connected Purschwitz with the national highway south of the field. This was the by-pass road between Neu Purschwitz and Purschwitz and replaced the former road running across the airfield. ?

6.

25X1

7. Between 0930 and 0945 on 29 October, it was observed from quite a distance that 12 local flights were made by Yak-11s at an altitude of about 250 meters. Four Yak-11s circled over the field at 1130 and a formation of 10 Yak-11s was seen at 1300. The distance and interval between the individual aircraft flying in formation was 2 to 3 wing spans. At 1000, 1200 and 1335 on 30 October, a large number of Yak-11s practiced formation flying. Between 31 October and 5 November, no air activity was observed. On the days when no air activity was conducted, the two single-mast antennas were not observed. 1

8. A van-like truck which, during air activity, was repeatedly observed on the landing field, was parked in the yard of Husaren Kaserne. A disk which could rotate in a horizontal direction was mounted on the van-like superstructure. Two loudspeaker-like devices were fitted in the middle of the disk and opposite each other. When the truck was parked on the landing field, the disk with the devices on top slowly rotated in a horizontal direction. 3

9. At about 1300 on 4 November, truck [] occupied by 30 men, left the airfield and proceeded toward Husaren Kaserne.

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10. The former Husaren Kaserne in Bautzen, located on Kaethe Kollwitz Strasse at the corner of Stralauer Strasse, was still occupied by members of the Aeroclub.
11. The building on Pauli Strasse in Bautzen was occupied by 60 to 80 unmarried officers of the Aeroclub. No field grade officers were seen there. The PdJ flag was fitted on top of the building. 4
12. The following motor vehicles were observed in the area of the Husaren Kaserne:

Sedans

Trucks



25X1

1. Comment. It is believed that the 2d and 3rd Bns of the Aeroclub Bautzen are still stationed at Bautzen-Litten airfield. The observed air activity including formation flights with up to 10 Yak-11s indicates that progress is being made by the pilots here.
2. Comment. The purpose of the 3 overground bunkers in the fuel dump is unknown. For sketch of bunkers, see Annex 1. For layout sketch of airfield, see Annex 2.
3. Comment. The radio truck mounting a horizontal disk with antenna system presumably serves for the control of air activity over the field.
4. Comment. The information that members of the Aeroclub are housed in the Husaren Kaserne and in the **Home for Bachelors** in Bautzen was received previously.

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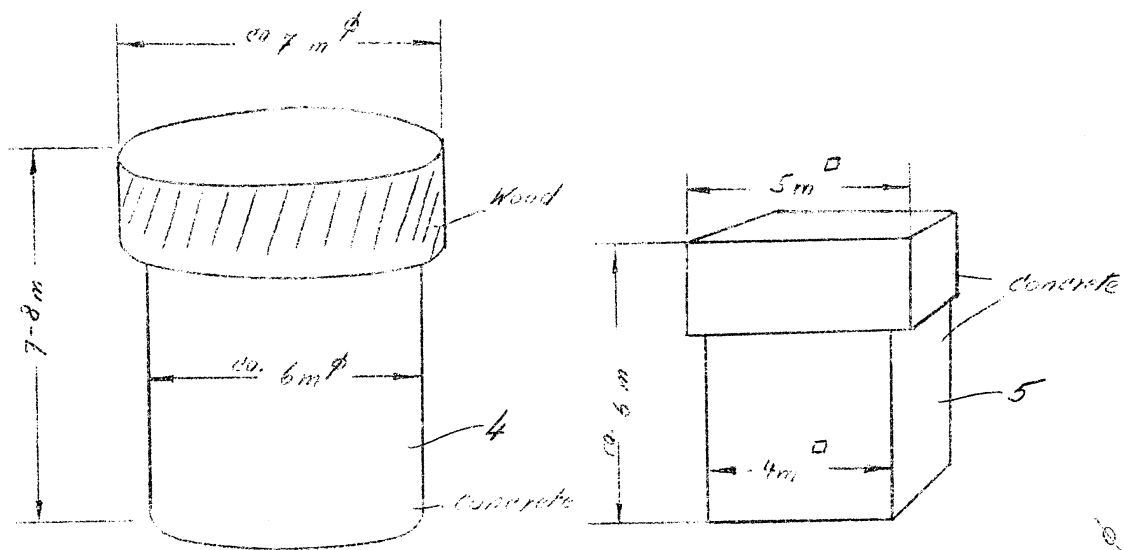
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Overground Concrete Structures in the Fuel Dump
at Bautzen-Litten Airfield

Annex 1

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25X1

ca. 7m

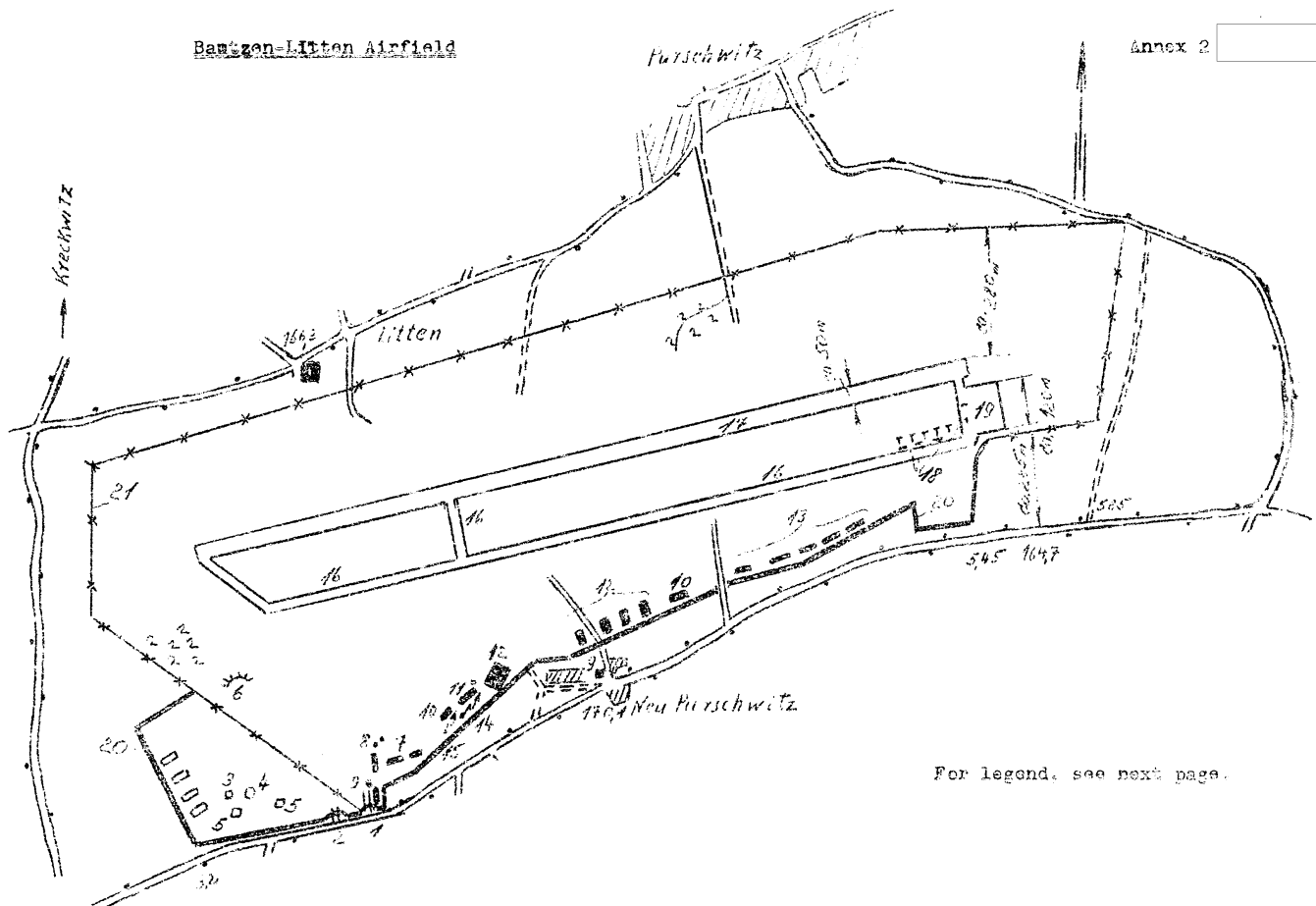
Bamzen-Litten Airfield

Parschwitz

Annex 2

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For legend, see next page.

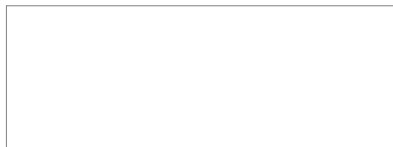
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Bautzen-Litten Airfield

Legend.

- 1 Main entrance
- 2 Entrance to fuel dump
- 3 Watch tower
- 4 Overground round concrete structure
- 5 Overground four-edged concrete structure
- 6 Construction site with earth embankment
- 7 Four buildings presumably used as quarters
- 8 Two concrete mixers
- 9 Transformer station
- 10 Temporary building
- 11 Flight control building
- 12 Five hangars
- 13 Five buildings
- 14 Radio installation of 5 masts 25X1
- 15 Location of single-mast radio installation during air activity
- 16 Taxiway
- 17 Runway
- 18 Parking lot of motor vehicles, including radio truck, fire truck, 2 tank trucks
- 19 Dispersal area 25X1
- 20 Wall
- 21 Wire fence



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